

AMENDMENTS TO THE CLAIMS

What is claimed is:

1. (currently amended) A drive train of an all-wheel drive vehicle ~~consisting of~~ comprising:

_____ a transfer case ~~(2)~~ adjoining the an engine transmission block ~~(1)~~,
 _____ a driven front axle ~~(6)~~ and a driven rear axle ~~(4)~~,
 _____ the drive shafts ~~(3, 5)~~ leading from the transfer case ~~(2)~~ to the axles ~~(4, 6)~~, and

_____ a control device ~~(15)~~, with the torque metered to the drive shafts being able to be regulated by variable loading of friction couplings, ~~characterized in that~~ wherein

a) the transfer case ~~(2)~~ has a drive through shaft ~~(22)~~, which is connected drivewise to the engine transmission block ~~(1)~~, on the one hand, and to the drive shaft ~~(3)~~ leading to the rear axle ~~(4)~~, on the other hand, said drive through shaft ~~(22)~~ being connected drivewise to the drive shaft ~~(5)~~ leading to the front axle ~~(6)~~ via a first friction coupling ~~(23)~~ determining the torque metered to the front axle ~~(6)~~ and via an offset drive ~~(26, 27, 28)~~; and wherein

b) ~~and in that~~ a further regulatable drive unit ~~(7)~~ having a second friction coupling ~~(43)~~ is provided at the rear axle ~~(4)~~ and regulates the torque metered to the rear axle ~~(4)~~.

2. (currently amended) A drive train in accordance with claim 1, ~~characterized in that the~~ wherein actuators ~~(11, 12)~~ of the two friction

couplings ~~(23, 43)~~ are of the same type and are controlled from a common control unit ~~(15)~~.

3. (currently amended) A drive train in accordance with claim 1, ~~characterized in that~~ wherein the further second friction coupling ~~(43)~~ is connected drivewise to the first drive shaft ~~(3)~~, on the one hand, and to the differential ~~(48)~~ of the rear axle ~~(4)~~, on the other hand, and is accommodated in a housing ~~(40)~~ in a unit construction block with the housing ~~(41)~~ of the differential ~~(48)~~.

4. (currently amended) A drive train in accordance with claim 1, ~~characterized in that~~ wherein the transfer case ~~(2)~~ and the drive unit ~~(7)~~ have a series of the same common parts ~~(11, 12; 24, 44; 31, 51; 32, 52)~~.

5. (currently amended) A drive train in accordance with claim 1, ~~characterized in that~~ wherein a parking lock gear ~~(29, 30)~~ is provided, downstream of one of the friction couplings ~~(23, 43)~~ in the force-flow direction, in one of the transfer case ~~(2)~~ ~~or in~~ and the drive unit ~~(7)~~ with the further friction coupling.